

Lin
10/665,040

REMARKS

The undersigned acknowledges the courteous treatment received from the Examiner during the course of a personal interview held on this date.

The drawings were objected to on the grounds that numeral "104a" in Fig. 1B lacks a lead line. Accompanying are a replacement sheet with the correction and an annotated version of the change.

The specification was objected to on the grounds that numeral "300" should be removed from the specification. The undersigned was unable to find the numeral mentioned in the specification.

A paragraph has been added to page 6 of the specification referring to reinforcing ribs 118 which alternate with ribs 116 extending from the bridge area shown in Fig. 1C.

Claims 8 and 14-21 were objected to as being informal, specifically, in claim 8, the expression "the central portion" should be changed to "the central mounting portion". This change has been made. The typographical error in claim 14 noted by the Examiner has been corrected.

Claims 3, 4 and 18 were rejected as being indefinite. The Examiner took the position that it was inconsistent to refer to the bridge as being solid and recite that it has a plurality of openings. This has been clarified.

Claims 1-3 and 7-25 were rejected as being anticipated by Russell 4,913,266.

Russell has spaced lugs 9 mounted between the annular disc members. In the present invention, the mounting portion has an annular wall, the bridge extends between the annular wall and the inner diameter of a braking surface, and the ribs are mounted on the bridge.

In order to distinguish over this structure of Russell, all the claims have been amended to recite that the bridge is in the form of a radially extending wall completely

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surrounding the central mounting portion. It is believed that this claimed configuration is not suggested by Russell nor is taught anywhere else in the art cited by the Examiner.

Other distinguishing features of the present invention, now included in some of the claims is the arrangement in which the reinforcing ribs on the bridge extend into the area between the braking surfaces, between ribs which are limited to the depth of the braking surfaces. This feature also does not appear to be suggested in the art cited.

Independent claims 1, 14, and 22 have been amended to call for the details of the bridge structure discussed above, and various dependent claims have been amended to recite the other novel features pointed out above.

Claims 1, 2, 5-9, 14, 15, 17 and 22 were rejected as being anticipated by Garfinkel.

Garfinkel has a vented disc brake rotor and the Examiner refers to element 122 in Fig. 6 as a bridge. The undersigned is unable to find a written description of element 122 nor of element 222 in Fig. 7, there is a description of 22 in Fig. 1 which appears to be the same as 122. The description of 22 does not appear to suggest a radially extending wall.

Claims 1, 3, 4, 8, and 22 were rejected as being anticipated by DE'108.

In the DE patent the Examiner refers to elements 27 and 29 as a bridge. However, the "bridge" in this reference is not radially extending as is now being claimed.

In view of the foregoing, it is believed that the claims now remaining all clearly distinguish over the art of record and should be allowed.

The Examiner is requested to call the undersigned or Mr. Kroll if further changes are required to obtain allowance of the application.

A favorable action is solicited.

Respectfully submitted,



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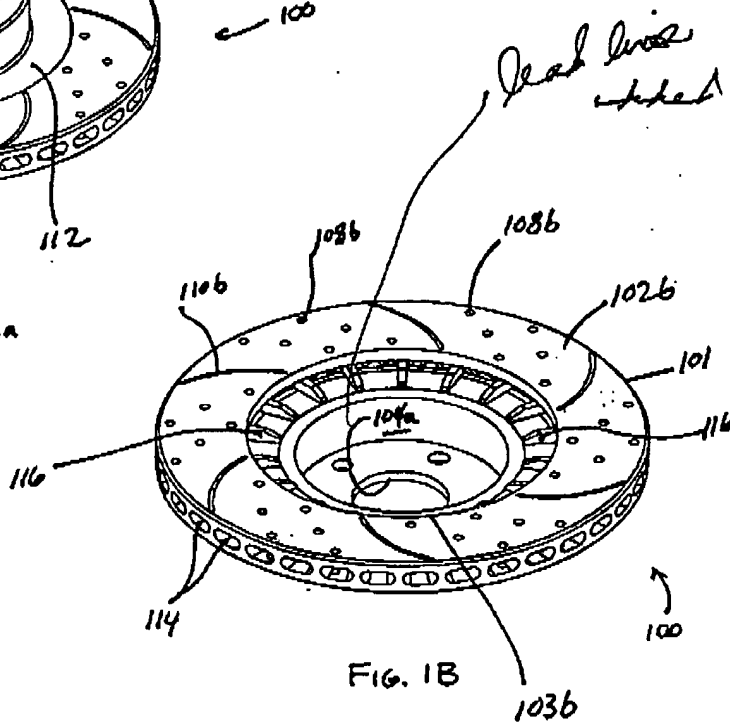
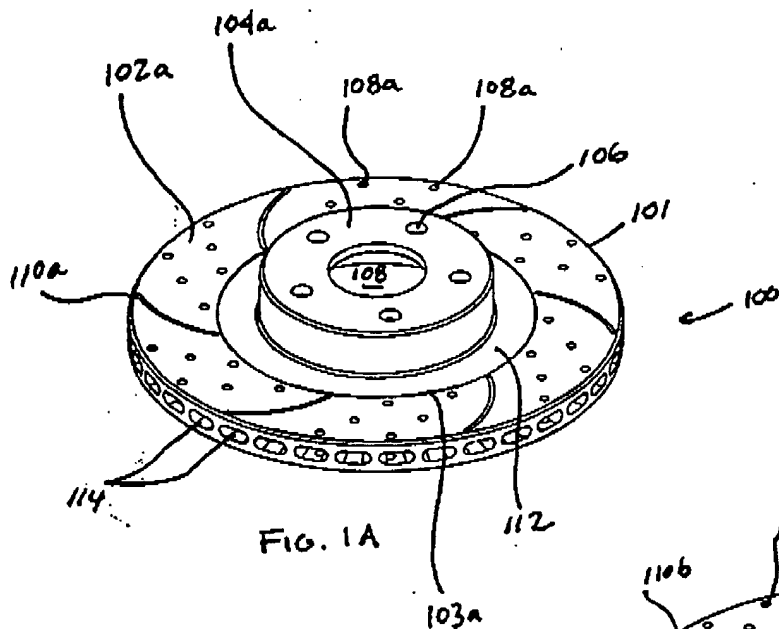
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Leonard Belkin

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